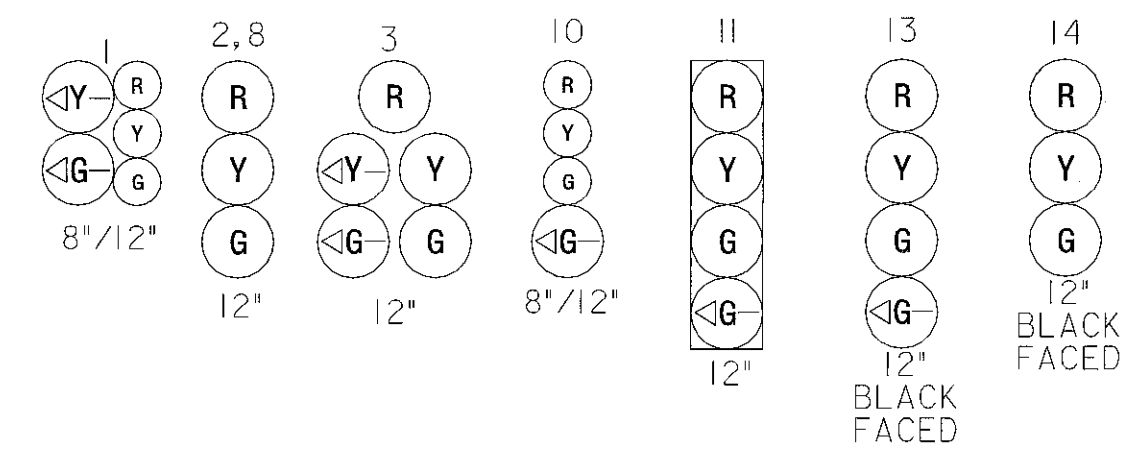
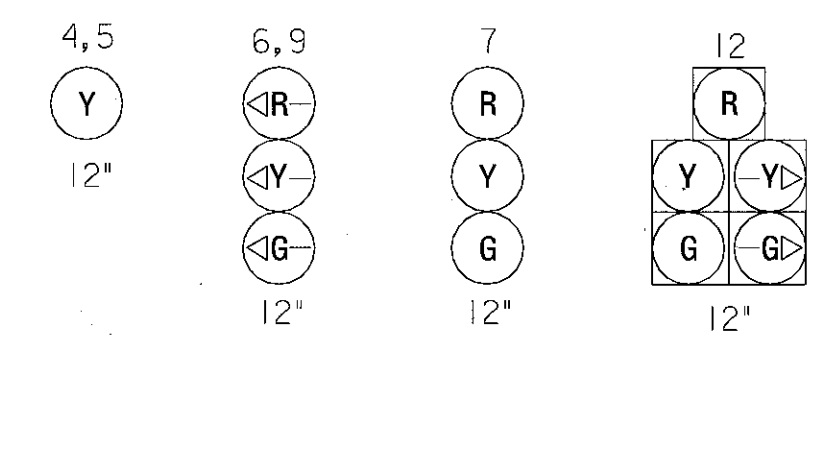


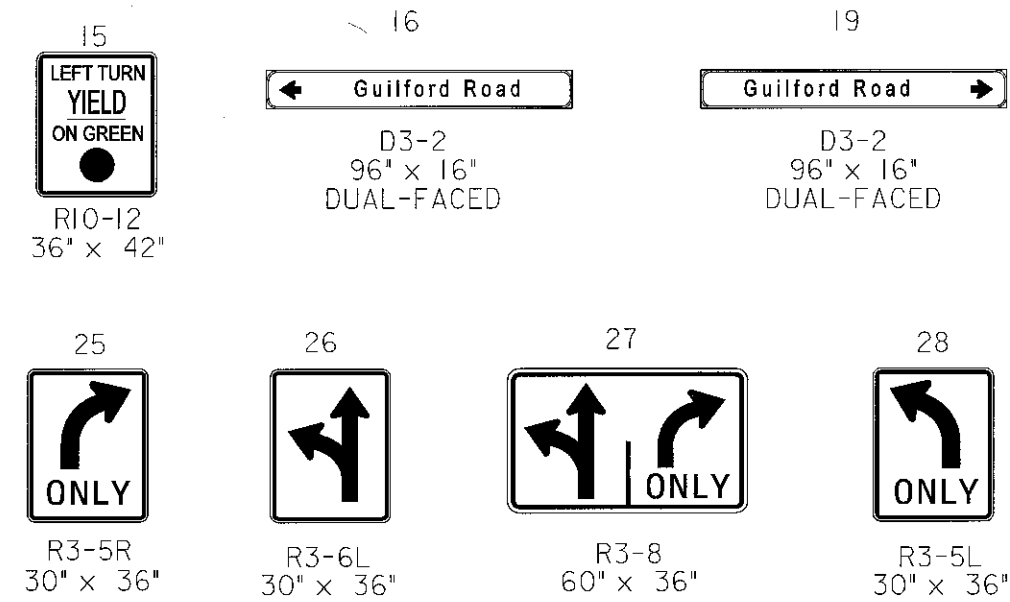
# EXISTING SIGNAL HEADS TO REMAIN



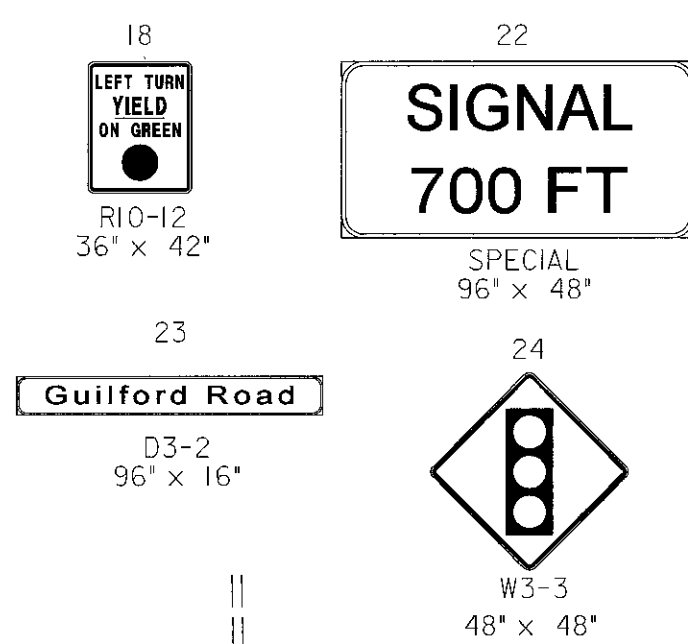
# PROPOSED SIGNAL HEADS



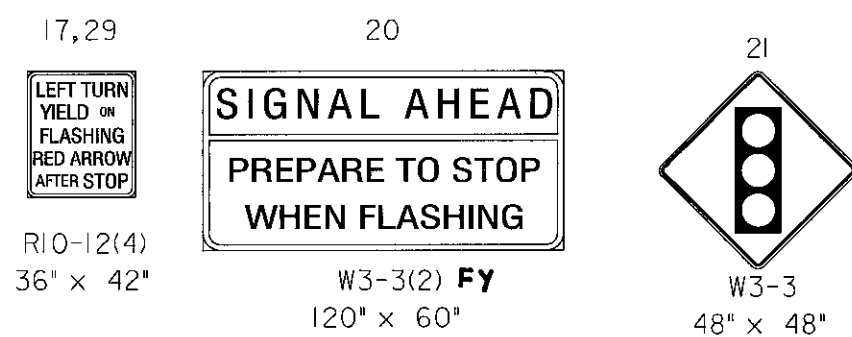
# EXISTING SIGNS TO REMAIN



# EXISTING SIGNS TO REMOVE

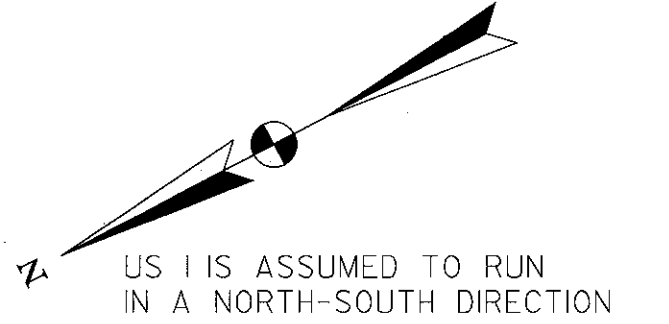


# PROPOSED SIGNS

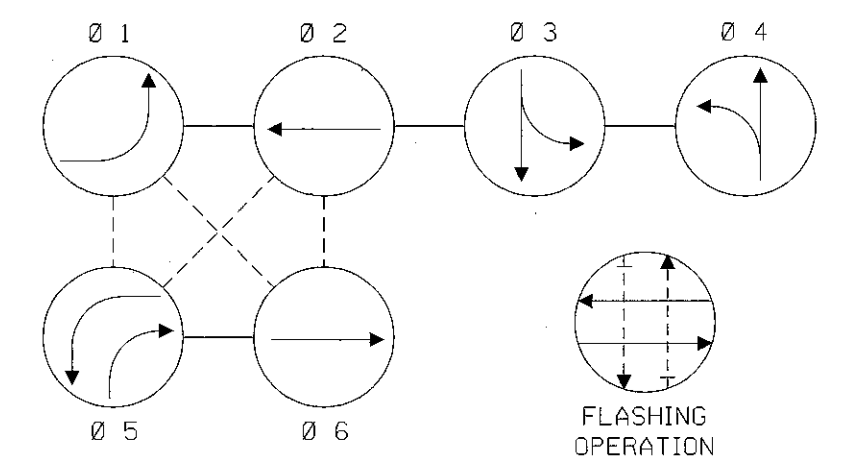


# GENERAL NOTES

- WITHIN 18 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- ALL PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE, EXCLUDING INTERCONNECT, TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE CONTRACTOR SHALL NOTIFY THE SHA SIGNAL SHOP 72 HOURS PRIOR TO CONSTRUCTION TO COORDINATE THE CONNECTION OF INTERCONNECT CABLES.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLE.

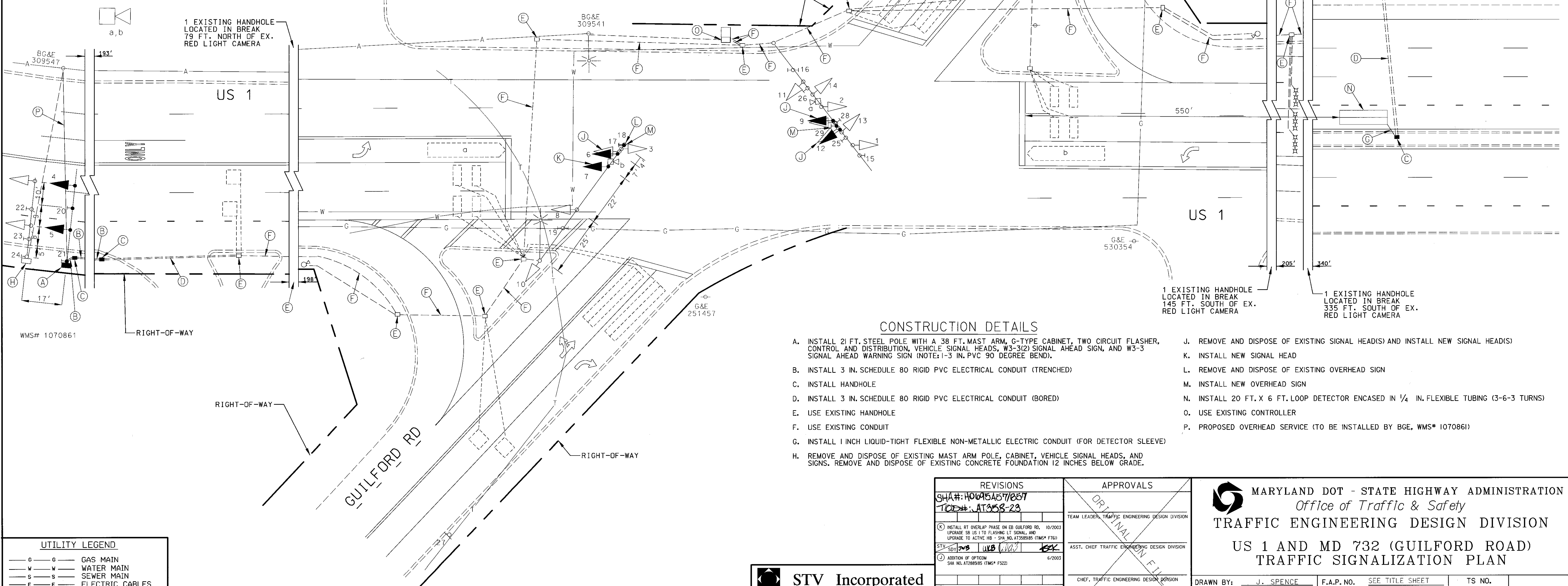


# NEMA PHASING



- PHASING NOTES:**
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
  - PHASES ASSOCIATED BY A DASHED LINE MAY/NOT OPERATE CONCURRENTLY.

# EXISTING VIDEO DETECTION

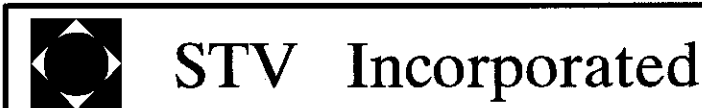


# CONSTRUCTION DETAILS

- INSTALL 21 FT. STEEL POLE WITH A 38 FT. MAST ARM, G-TYPE CABINET, TWO CIRCUIT FLASHER, CONTROL AND DISTRIBUTION, VEHICLE SIGNAL HEADS, W3-3(2) SIGNAL AHEAD SIGN, AND W3-3 SIGNAL AHEAD WARNING SIGN (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
- INSTALL HANDHOLE
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED)
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- INSTALL 1 INCH LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRIC CONDUIT (FOR DETECTOR SLEEVE)
- REMOVE AND DISPOSE OF EXISTING MAST ARM POLE, CABINET, VEHICLE SIGNAL HEADS, AND SIGNS. REMOVE AND DISPOSE OF EXISTING CONCRETE FOUNDATION 12 INCHES BELOW GRADE.
- REMOVE AND DISPOSE OF EXISTING SIGNAL HEAD(S) AND INSTALL NEW SIGNAL HEAD(S)
- INSTALL NEW SIGNAL HEAD
- REMOVE AND DISPOSE OF EXISTING OVERHEAD SIGN
- INSTALL NEW OVERHEAD SIGN
- INSTALL 20 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURNS)
- USE EXISTING CONTROLLER
- PROPOSED OVERHEAD SERVICE (TO BE INSTALLED BY BGE, WMS# 1070861)

# UTILITY LEGEND

— G —	GAS MAIN
— W —	WATER MAIN
— S —	SEWER MAIN
— E —	ELECTRIC CABLES
— A —	AERIAL CABLES
— T —	TELEPHONE CABLES
— FO —	FIBRE OPTIC CABLES



engineers / architects / planners / scientists / construction managers  
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REVISIONS	APPROVALS
SHA# 10695A57/057 TOP# 10695A57/057	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
① INSTALL RT OVERLAP PHASE ON EB GUILFORD RD. 10/2003 UPGRADE SB US 1 TO FLASHING LT SIGNAL AND UPGRADE TO ACTIVE RB - SHA NO. AT358-23	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
② ADDITION OF OPTION SHA NO. AT288595 (TIM# F322)	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
③ AS BUILT INSTALL LOOP DETECTORS ON GUILFORD ROAD REPLACED HANDHOLES ON US 1 DUE TO GEOMETRICS	DIRECTOR, TRAFFIC & SAFETY



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION  
Office of Traffic & Safety  
TRAFFIC ENGINEERING DESIGN DIVISION  
US 1 AND MD 732 (GUILFORD ROAD)  
TRAFFIC SIGNALIZATION PLAN

DRAWN BY: J. SPENCE	F.A.P. NO. S.H.A. NO.	SEE TITLE SHEET	TS NO. 720 K	SHEET NO. 1 OF 2
CHECKED BY: A. DUBNICHUK	COUNTY: HOWARD	LOG MILE: 13000103.26	T.I.M.S. NO. F 761	
DATE: 1" = 20'				